

WEST SUBCOMMITTEE MINUTES
RAMONA COMMUNITY PLANNING GROUP
15873 HWY 67, RAMONA, CA 92065
RAMONA COMMUNITY CENTER
434 AQUA LANE, RAMONA
JUNE 25, 2008, 7:00 P.M.

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San Diego County
DEPT. OF PLANNING & LAND USE

1. CALL TO ORDER – 7:10
2. DETERMINATION OF MEMBERS PRESENT – Consideration Will be Given to Members Who Have Missed Consistently. They Will Be Removed And Will Need to Reapply for Membership.

Members Present: Kristi Mansolf, Chair; George Boggs, Carolyn Dorroh, Charlotte Hambley, Richard Jarrett, Jeff Lachine, Kareen Madden

Excused Absence: Beverly Maes, Vivian Osborn, Tom Ramsthaler, Luauna Stines

Guests: Chris Brown, Jeff Gan, Tim Smith

3. ANNOUNCEMENTS – None
4. PRESENTATIONS FROM THE PUBLIC ON NON-AGENDA ITEMS ONLY – None
5. Proposal for a New Chicken Ranch, to Replace an Old Chicken Ranch, On 195 Acres off the Old Julian Highway at Camino Vista, Old Hooper Ranch. Consideration for Waiving Site Plan Requirement due to Use Being in Place Currently. Demler, Proponent ***East Subcommittee Project***

Tim Smith presented the project. The Old Julian Highway runs through the property. There are concrete pads on site where buildings used to be. There is a 60 foot rise on the property. The 100 year floodway runs through the site. The client wants to build the site as a chick ranch. New prefabricated metal barns are proposed to be used (not shiny) and follow what has been done in the past.

The chicks will live the first 8 weeks at the facility and get transferred to another facility. They won't be laying eggs there. There is new legislation in the State that requires chickens to be cage free – they will be in the barn but not in wire cages. There will be conveyor belts to catch the manure, which will go directly to a truck to haul away. The waterway will not be affected.

There will be 10 new barns with 2 on the opposite side of the road. One barn will stay. The entry way will be altered a little bit. One person can run the whole operation. The traffic will be nothing. Nine parking spaces will be provided. The barns will be further back from the road than 60 feet. Trees will be planted for screening. The barns will be

12 feet tall at the roof pitch. Tan and earth tones will be used for the barns. A black woodrail fence is proposed, with 10 feet inside that, a barb wire fence for the cattle. Cattle will help keep the grass down and they will not be in the same area with the trees.

The site is A-72 with the "O" animal designator on it. The use proposed is allowed by right. A subdivision was proposed on this site. They just want to replace the existing use.

Mr. Boggs said that the proposed use will maintain the scenic corridor in this area.

MOTION: TO STRONGLY RECOMMEND WAIVING THE SITE PLAN – PARTLY BECAUSE IT WILL PRESERVE THE SCENIC CORRIDOR OF AGRICULTURAL AMBIENCE AND THE USE IS A GRANDFATHERED, LONG TERM, EXISTING USE.

Upon motion made by George Boggs and seconded by Kareen Madden, the Motion passed 7-0-0-4, with Beverly Maes, Vivian Osborn, Tom Ramsthaler, and Luauna Stines absent.

6. Montecito Ranch, SP 01-001, GPA 04-013, TM 5250RPL. Review of Draft Environmental Impact Report. Public Review ends 7-28-08. 935 Acres, 417 Homes. Chris Brown, Proponent (w/T&T) Available online at: http://www.sdcounty.ca.gov/dplu/ceqa_public_review.html

Mr. Brown said that the traffic studies allow some flexibility when calculating the numbers, so there is a 25 percent margin of error for traffic. The project is not building the SA 603. Part of the General Plan Amendment is to remove the SA 603. If the project beats the GP Update, the project will remove the SA 603, otherwise the GP Update will remove it. Ash St. will be widened to 60 feet of right of way, with 40 feet improved roadway. There will be a signal at Ash with a turn lane north/south. For trails, there will be split rail fencing and landscaping. There will be curb and gutter. Existing water lines are under the road. Drainage will be provided. Ash will be straightened – they will try to bring into alignment, and the speed limit will be 35 mph. The biological mitigation is 3 acres to 1 acre for coastal sage scrub.

(Ms. Hambly left at 8:20)

Ms. Mansolf asked about the off site water tank that is referenced in the Fire Protection Plan (FPP). Has this land been secured? If not, why have no other alternatives been explored in the DEIR? Are there other alternatives?

Mr. Brown said there are other alternatives, none explored in the DEIR, and the land hasn't been secured. It does not need to be secured for approval of the tentative map, but needs to be secured for approval of the final map.

Mr. Boggs said that the problem with Ash is people have to go into town. If the SA 603 were built, people could use it and the traffic could be more balanced.

Mr. Lachine said the bottom line here is traffic. There is no cohesive plan for arteries within the area – no circulation system. The project brings too much density to Ramona. The County is remiss with fire protection. Fire service can't be provided feasibly to the area during a big fire. The project should be more semi rural, with larger lot sizes.

Ms. Mansolf said that recently she had heard that 300 cars equals a mile of cars. As the project proposes to put almost 600 vehicles on the road during peak hours, this is 2 miles of additional traffic on Hwy 67.

Mr. Jarrett said that 30 lots are set up for horse keeping – this is only 7 percent of the project. This is too small of a lot size for the community character and the project is not in keeping with the surrounding area, which is mostly agricultural in nature.

Mr. Brown said that trails are behind the lots on which horse keeping are allowed. One-half lots can be horse lots. No hoofed animals are allowed in other than the horse keeping lots for the project.

Mr. Boggs asked who will maintain the trails?

Mr. Brown said the project will build the trails and the neighborhood park. There will be a Landscape Maintenance District (LMD) – an assessment district. The money will be paid to the Parks Dept. to maintain the trails. Only on-site trails are included. A LMD has an appointed board. The project has to build the Ash St. trail and the LMD will maintain it. The ranch house will be professionally rehabilitated and professionally maintained. It is not a registered historical landmark.

Mr. Boggs said he would like to see around the historic ranch house other historic structures in Ramona, that would be brought down to make way for new development, to be able to be moved to this site for preservation.

Mr. Brown said that the RCPG sees the tentative map. The final map is approved by the Board of Supervisors. They are probably 1-1/2 year away from the final map. An HOA is required to manage the open space.

Ms. Dorroh said the DEIR should include the loss of cultural resources for the Longs Drugs project.

Ms. Mansolf asked about the Statement of Overriding Consideration that would have to be issued for the unmitigable part of the traffic impact to Hwy 67 between Archie Moore Rd. and Poway Rd.. Will the RCPG get to see this? Usually this type of Statement is issued due to a public benefit. What would be the benefit(s) cited?

Mr. Brown said the Statement of Overriding Consideration is issued at the end of the project, during or at the end of the final map phase.

Ms. Mansolf said Figure 2 of the FPP shows Montecito Rd. going through to Rangeland, but it is not referenced in the text. The modeling for the fire was with a north wind. She thinks it should be modeled for an east/northeast wind.

Mr. Boggs submitted written comments on Chapter 2, Circulation, of the DEIR:

Existing Traffic Volumes: The reported ADT volumes represent the year 2004 traffic conditions and the then County determined LOS. It is believed that ADT volumes in Ramona have increased significantly in the subsequent 4 years and thus substantially and negatively impact the LOS. The report, for example, states SR-67/Archie Moore Rd. operating at LOS F in the AM peak period, but ignores the PM peak period for the same intersection at which time LOS F deteriorates to "Gridlock" and numerous rear end collisions.

Congestion Management Program: CMP guidelines developed by SANDAG are regionally generic and ignore the more specific local conditions. Additionally, the project attempts to minimize or eliminate some local impacts on the basis of CMP general guidelines which apply to freeway links.

Road Segments/Signalized Intersections/Hazards: These statements are based on pure hypothesis and ignore local reality. The statement that project impacts will be "less than significant" becomes ludicrous in view of the fact that there is no LOS designation worse than "F".

Cumulative Impact Analysis: Like the previous segment, the CIA is founded on hypothesis, speculation, unavailable information and a lack of knowledge of local conditions actually experienced by the citizens of Ramona. Arbitrary and hypothetical growth factors create a TIA which is "results driven" in favor of the project rather than real planning, problem solving and overall community betterment.

Off-Site Roadway Improvements: Descriptions of improvements in many cases are vague, lack specificity in respect to design and show no time line for completion. For example:

- SR-67/Highland Valley Rd. – mitigation proposes dual left turn lanes but does not specify the length of those lanes nor does it propose any widening of the single lane receiving road which must accept the new 2 lanes of traffic. No provision is made for right turn lanes for opposing traffic particularly at peak hours.
- Main St./Montecito Rd. – fails to indicate the length of the proposed right turn lane, design as the result of the alleged new/additional right-of-way including new paving, restriping and shoulder widths. Tot ROW width is minimal for existing design so there is concern in respect to adequate total width to accommodate the proposed lane.

- Pine St./Main St. – same problems as with Main St./Montecito Rd. above. Additionally, simple restriping will exacerbate right turn SB Main/WB Pine St., particularly for big trucks. Existing turn radius is inadequate.
- SR-67/Archie Moore Rd. – no alternative mitigation is proposed should signalization warrants be waived or not issued. The circuitous traffic routing from SR-67 along Archie Moore Rd./Highland Valley Rd. back to SR-67/Highland Valley Rd./Dye Rd. intersection for the purpose of ADT numbers reduction on SR-67 segment between Archie Moore Rd. and Highland Valley Rd./Dye Rd. (resulting in increased congestion and delays) is unacceptable.

While directly impacted intersection mitigation is helpful, no mitigation is proposed for directly impacted intermediate road segments which will result in increased deterioration of the LOS – in most cases to LOS F.

Other Comments: The projects “design speed exception” on Ash St. (reduction of posted speed from 40 mph to 35 mph) is unrealistic and from a practical standpoint will not be enforced. This speed reduction, while perhaps desirable, will not result in any significant improvement in safety. This proposal, with its reduced improvement requirements, is simply the abrogation of the projects responsibility to provide adequate safety and design required by the additional traffic generated by the project. The elimination of “on street” parking on a number of off-site road segments should be stricken. Road improvements/mitigation designs should be implemented so as to continue to allow parking.

MOTION: TO SEND COMMENTS.

Upon motion made by Jeff Lachine and seconded by Kareen Madden, the Motion passed 6-0-0-0-5, with Charlotte Hambly, Beverly Maes, Vivian Osborn, Tom Ramsthaler, and Luauna Stines absent.

7. TM 5307RPL5 Pahl’s Way. Clinton Hale and Bud Gray, Applicants. Owner is Lakeside Ventures, Inc. Proposal to split 202 acres into 8 lots ranging from 8 to 40 acres. *East Subcommittee Project (Action) On Hold*
8. Corrections/Approval to the Minutes 1-30-08, 2-27-08, 3-26-08, 5-29-08. (Action)

MOTION: TO APPROVE ALL MINUTES.

Upon motion made by Carolyn Dorroh and seconded by Kareen Madden, the Motion passed 6-0-0-0-5, with Charlotte Hambly, Beverly Maes, Vivian Osborn, Tom Ramsthaler, and Luauna Stines absent.

9. Adjournment

Respectfully submitted,

Kristi Mansolf